



Main concourse contains shops



Elegance reigns in VIP suite



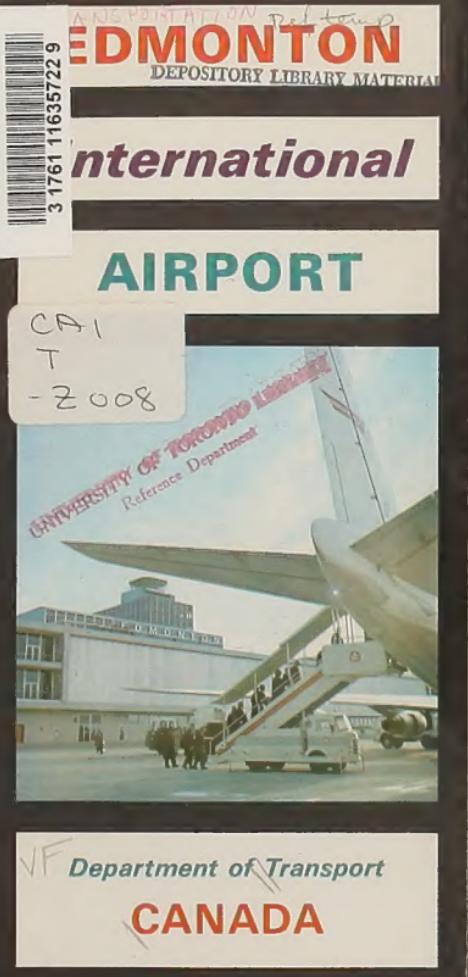
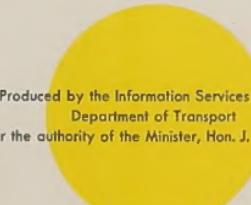
Arrivals lobby on ground floor



Gay colors distinguish power plant

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ROGER DUHAMEL, F.R.S.C.
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Department of Transport
CANADA

\$10,000,000
WELCOME
MAT

Back in 1919, Captain "Wop" May and his brother Court got themselves an aeroplane that bore the proud name "The City of Edmonton." It was a Curtiss JN4 biplane ("Jenny") and comprised the entire fleet of May Airlines Ltd., Edmonton's first commercial flying company.

Ever since those days Edmonton has been a big dot on the aviation map and today, graduated from Jenny to jet, the Alberta oil capital has an international airport that is the second largest in area in Canada (after Gander).

Owned and operated by the Department of Transport, Edmonton International Airport covers 7,300 acres and cost over \$20 million to build.

Included in that figure is a striking \$10 million terminal building that reflects in its 902 tinted plateglass windows Edmonton's stature as an aerial crossroads and gateway to the North.

Measuring more than 900 feet in length, the three-storey building is surmounted in the centre by an eight-storey administration block which in turn supports on its roof the air traffic control tower with its familiar slanted windows.

The administration unit houses such essential services as the Transport Department's meteorological office, telecommunications centre and, of course, air traffic control.

The terminal has eight flight gates, a number that can be increased as traffic grows in future.

Outgoing passengers arriving at the terminal by car, cab or bus are driven up to the "front door" on the second floor via an elevated road.

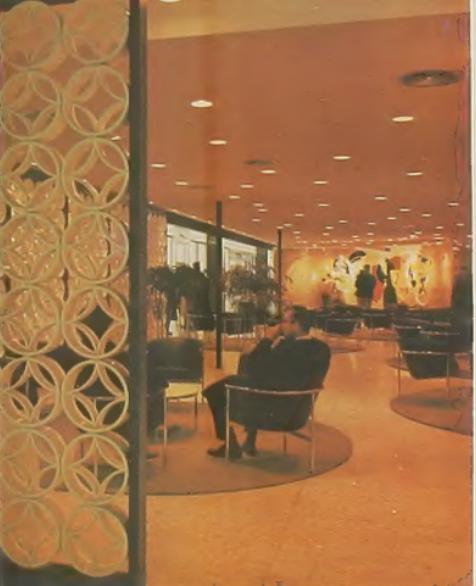
Airline counters with ticketing and baggage weighing facilities are situated on this floor, as are the main waiting area, news stand, gift shop and other concessions.

The main dining room is on the mezzanine floor.

At each flight gate there is a separate waiting room where airlines may gather all passengers just before boarding.



Ramps lead to second floor



Quiet area away from main lobby

Incoming travellers enter the building on the ground floor, where they pick up their luggage from turntables each capable of delivering all baggage from one flight in less than six minutes.

Travellers from points outside Canada pass through an efficiently-laid-out series of inspection services such as immigration, health and customs, and exit on the same ground floor.

Also on this floor is a spacious, comfortable waiting area for those meeting flights.

While there are no "Welcome" mats at the terminal building, it has western hospitality written all over it. It is fully airconditioned and designed to accommodate 1,200 travellers at the same time.

A pleasing color scheme and the finest of interior and exterior materials delight the eye everywhere. Even the separate, \$1 million power plant is a piece of functional art with its machines visible like brightly colored sculptures through the all-glass walls.

Some of Canada's most prominent contemporary artists have put the finishing touch to the entire terminal design with works of fine art.

A 37-foot-long mural by Jack Shadbolt brightens the main waiting area and is dedicated to Canada's bush pilots. A 21-foot-long mural by Alberta artist Dennis Burton is mounted on a concave, free-standing screen in a quiet area away from the hubbub of the main lobby.

Downstairs next to the luggage carousels, B.C. Binning has used glazed bricks in four colors to create 200 feet of textured wall, while outside, Norman Slater uses natural gas flames as a medium of expression in a stainless steel beacon rising 60 feet high in front of the building.



Burton mural covers concave screen



Carousels deliver luggage



Office block houses
D.O.T. services



Airline counters line front corridor



Each flight gate has own waiting room



Spectators watch jet take off



Colorful decor is repeated in coffee shop



Shadbolt mural
brightens main lobby



Terminal marks
aerial crossroads